

സി ചെമ്പിട്ടിപ്പാത്തതിനാലും ഇപ്പോൾ അവർ അനുവദിച്ചിട്ടുള്ള ശമ്പളം ധാരാളം മതിയെന്നാണ് ഗവണ്മെന്റിന്റെ അഭിപ്രായം.

**Appointment of C. Sankara Menon, clerk,
Diwan Peishkar's Office.**

84. **Mr. T. A. Ramachandra Ayyar.**—Will the Government be pleased to state what was the pay of C. Sankara Menon of the Diwan Peishkar's Office previous to his permanent appointment on Rs. 60—80 and his acting appointment as Manager, Land Record Office on Rs. 80-100; did he supercede any graduate clerks and Revenue Inspectors on longer service; if so who are they; what are their qualifications, period of service and their present pay, what was the date of his appointment as Manager?

Mr. T. M. Krishna Menon.—C. Sankara Menon has been neither made permanent on Rs. 60—80 nor appointed to act on Rs. 80—100. The question of supercession does not therefore arise. He was appointed to act as Manager, Land Record Office, with effect from 4th Chingam 1106.

Diwan's tour to Poringalkuttu.

85. **Mr. T. A. Ramachandra Ayyar.**—Will the Government be pleased to state the object of the recent tour of the Diwan to Poringalkuttu; will a copy of his impressions left on record in writing be placed on the table?

Rama Varmha Tampuran.—A copy of the Diwan's Note, dated 31st October 1930, is laid on the table. (*Vide Appendix III.*)

Hydro—Electric Scheme.

86. **Mr. P. Krishna Menon.**—Will the Government be pleased to state:—

(1) whether the survey for the tram line from Karaparakutti to Poringalkuttu has been completed; and if not completed, how many miles remain to be surveyed;

(2) whether the final survey for pipe line and canal which was said to be nearing completion last year subsequently completed, and if completed, what is the next work proposed or taken up;

(3) whether the Special Officer's report about the summer discharge, etc., of the stream has been actually made use of for any purpose whatever;

(4) if so used, in what ways were it used?

Mr. V. K. Aravindaksha Menon.—(1) The initial survey of the proposed line from Karaparakutti to Poringalkuttu was completed last year and closed at chain 45,900 or a distance of 8.69 miles.

The final location survey was started from the middle of Kanni 1106. The progress made up to date is 3.25 miles.

APPENDIX III.

(Vide answer to question No. 85.)

Diwan's Note dated 31st October 1930.

I visited Poringalkuttu on the 29th and 30th of October.

I inspected the site of the proposed dam near Poringalkuttu and the line of the proposed canal on the southern bank of the river from the dam to the top of the fall. Up to the present no borings have been taken either in the river bed at the dam site or in either of the banks. Mr. K. B. Menon's idea is that when estimates are being prepared it should be assumed that the bed and banks of the river at the dam site are of solid granite and that a percentage should be added to the sums so estimated in case fissures are found either in the bed or in the bank. It is evident that the estimates so prepared can only be regarded as approximate. It might be possible during the hot weather to make a few borings in the bed and banks so that we should have some idea of the nature of the rock at the dam site.

As soon as estimates have been prepared for the whole work it would be necessary to ascertain whether we can get guarantees for purchasing a sufficient quantity of current to justify us in proceeding with the work. At the moment the only likely consumers of power in bulk within the State are the Railway, the Harbour and possibly Tatas. As soon as estimates have been prepared, we must get into communication with each of these and find out whether and how much current each would guarantee to take. It will be impossible to come to any definite arrangement with prospective consumers until estimates are prepared as we shall not be in a position to say at what price we can supply them with current. It would however be well in the meantime to approach the three concerns noted above and find out whether they are willing to entertain the idea of taking the power.

The proposed extension of the Tramway from Karaparakutti to Poringalkuttu can only be considered as part of the Hydro-Electric Scheme. I understand that the value of timber which could be extracted by means of this line, if it were laid, would be less than two lakhs and the cost of laying the line would considerably exceed that figure. From the Forestry point of view therefore, it is not an economical proposition.